

SWAMPED BY BIG WAVES.

ALMOST IN TWO BY THE STEAMER
NUTMEG STATE AND CARRIED UP
THE STREAM ON ITS PROW—
OTHER ACCIDENTS FROM
THE HEAVY WINDS.

The miniature gale which howled across the harbor yesterday made things decidedly unpleasant for the harbor shipping. The sea ran high all day, and showers of spray saluted the venturesome captains of tugs and all such small craft. Occasionally it caused damage to vessels attempting to land and portions of deckwork were carried away.

The tugboat Brilliant, owned by the Standard Oil Company, was sunk off Fertieth-st., South Brooklyn, yesterday morning, and it is believed that the fireman known as Patrick Ryan, who

OVERWHELMED BY THE WATERS.

...with a terrible crash. The collision to
...ray the doors leading to the engine room
...d an immense wave broke over the tug.

...the engineer and fireman hurried to the back. The engineer caught his mate by the collar as he struggled up the companionway. Another wave struck them and he was forced to let go. The fireman was swept away and was not seen again. The high waves tossed the

undering craft about so that it was impossible even to launch the small boats. A heavy wave tore away the pilothouse. All hands were thrown into the water, but they clung to the

They were either rescued by employees on the wharf or floated ashore. The tug was valued at about \$5,000, and was considered one of the best tugs in the service of the Standard Oil Company.

The steam propeller Nutmeg State, of the Bridgeport Line, crashed into an empty canoe on a launch at 3:30 o'clock yesterday afternoon just after she left her pier at Catherine-street. She was starting on her usual daily trip up the Sound, and had a large number of passengers on board. She had hardly left her pier at 3 o'clock when she ran into the launch, and sank into the river when she met the tug monitor, which was towing six empty canoes. There were three boats on each side.

ent was rushing along swiftly. The captain of the Nutmeg State saw that a collision was

the Nutmeg State saw that a collision was inevitable, and he rang for reversed engine before this order could be obeyed the current one of the canalboats almost onto the bow.

The Nutmeg State. With a crash that almost sent the boat in two, the canalboat struck the propeller and stuck fast on the sharp prow.

THE PROPELLER ESCAPES INJURY.

The passengers on the Nutmeg State were alarmed by the crash, and they all ran forward to see whether their vessel had sustained an injury. Fortunately this was not the case, the boat being pushed almost a quarter of a mile up the river by the Monitor succeeded in pulling the wrecked boat off the bow of the Sound vessel. The Nutmeg State proceeded on her way apparently unharmed, while the smashed canalboat was towed to the shore.

The Ellis Island ferryboat Shackamaxon had a stormy time on her 8:25 trip from the island while trying to make a landing at the Barge

As the wind struck her broadside and blew her out into the stream, it was taking her over to Brooklyn when the captain crowded the steam and managed to steer up the East river until he was sheltered from the wind. He then hugged the shore and crawled down to the large office.

A tug while towing a barge up the Bay yesterday morning became disabled near Roosevelt's Reef. A strong northwest wind was swirling across the Bay, and it drove the dis-

ast of distress, and another tug went to its rescue and towed it and the barge into S

HEAVY WEATHER ON THE OCEAN.

BRETAGNE'S SEVERE EXPERIENCES—THE
STRUGGLE TO GET UP THE BAY—SHIP-
WRECKED SAILORS BROUGHT TO PORT.

Even the staunch ocean-going steamers receive rough treatment at the hands of the sea, and in some cases severe accidents were reported. The French steamer *Bretagne*, which arrived here from Havre on Monday night, reached her pier last night covered with her officers' heads told

left Haver on December 23. She had heavy weather from the first, and every day the gale hit her. Such continuous heavy weather had never been encountered by the steamer for many a voyage before. For a good part of the time she was run at 10 knots, and for seven days she was continually kept up by the waves. On Wednesday last the captain ordered the steam register blew out, and the vessel lost the mainmast. The rough of the sea was so great while the vessel was in the trough of the waves that the passengers were obliged to lie down on the lower decks the greater part of the time. Christopher

Day passed off quietly, no unusual festivities or services marking the day. On board the steamer, Conrad N. Jordan, the assistant treasurer of the United States.

A Bretagne had a hard time getting up the Bay, spent three hours yesterday morning trying to get her nose pointed toward the Battery. After the vessel was cleared at Quarantine by Deputy Chief Officer Fallmidge, two tugs were engaged to tow her back toward the city. The tug was strong, however, and finally she proceeded to the Lower Bay where it was possible to take the tug sweep in which to turn.

tain Patrick of the schooner Max which arrived here yesterday, had also a tale of woe to tell. Max comes from Hayti with a cargo of logs. She was in a crippled condition, and was being towed by the big sea-going tug, Ocean King, while off Cape Hatteras on the night of December 14, schooner struck a sunken wreck and

The schooner struck a sunken wreck. A rush was made for the boats. The small boats remained on the vessel, the crew expecting that it would float down at any moment. The captain, after waiting for several hours, the vessel giving no sign of foundering, induced several of his men to go on board. Finally, the entire crew returned and reached the leaky vessel wherever they could. It was found that a large amount of water had been

The steamer Neptune, Captain Fraser, from Monrovia, Bay December 17, arrived yesterday with five wrecked seamen on board. They were the crew of the schooner Milford, of Ro-kland, Me., which was wrecked at Negril Point, Jamaica, on November 3. She was bound from Mobile to Kings-

laden with lumber. The Milford went ashore
on a reef at night-time in a heavy rain squall.
The high seas and the rough water, which
until daybreak, and were utterly at a loss to
where they were.
The cargo was all landed on the beach, and the
soldiers, a number of the underwriters. The ves-
sel was stripped of masts, rigging, etc., which will
be sold. The vessel itself is reported to be a total
loss. The captain remained behind to settle
up his affairs.

HIS SPECIAL TRAIN BROKE THE RECORD.
Chicago, Dec. 26 (Special).—Francis J. Dewes, the
Chicago brewer, found awaiting him when

reached New-Orleans with his wife last Saturday, a telegram saying that his fourteen-year-old son was dangerously ill with diphtheria. The boy had been left at home in his usual health. Finding

he would be compelled to wait fifteen hours before the first fast train to Chicago. Mr. Dewes chartered a special, for which was given a clear track to Chicago. The start was made at 12:30 a. m. on Monday, and Chicago was reached at 1:50 a. m. on Tuesday, beating by four hours the best previous record for the 915 miles. The trip cost Mr. Dewes \$1,000.